

# Terminal Business Service (ATB): Background and Update

Marcos Costilla, ATB-2 (acting)  
Briefing to the Western-Pacific  
Regional Management Team  
October 15, 2001

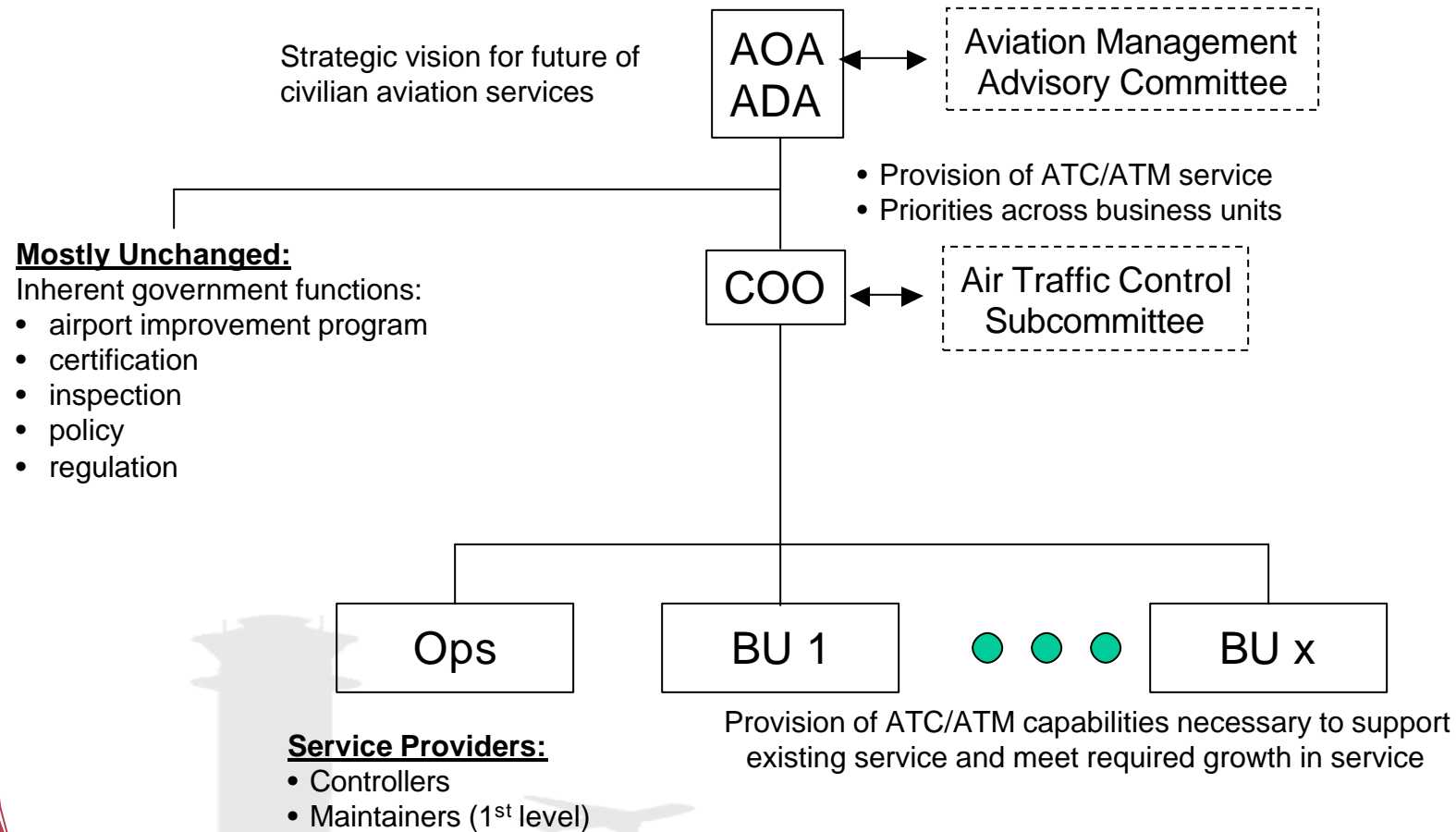


# ATB

## Establishing ATB

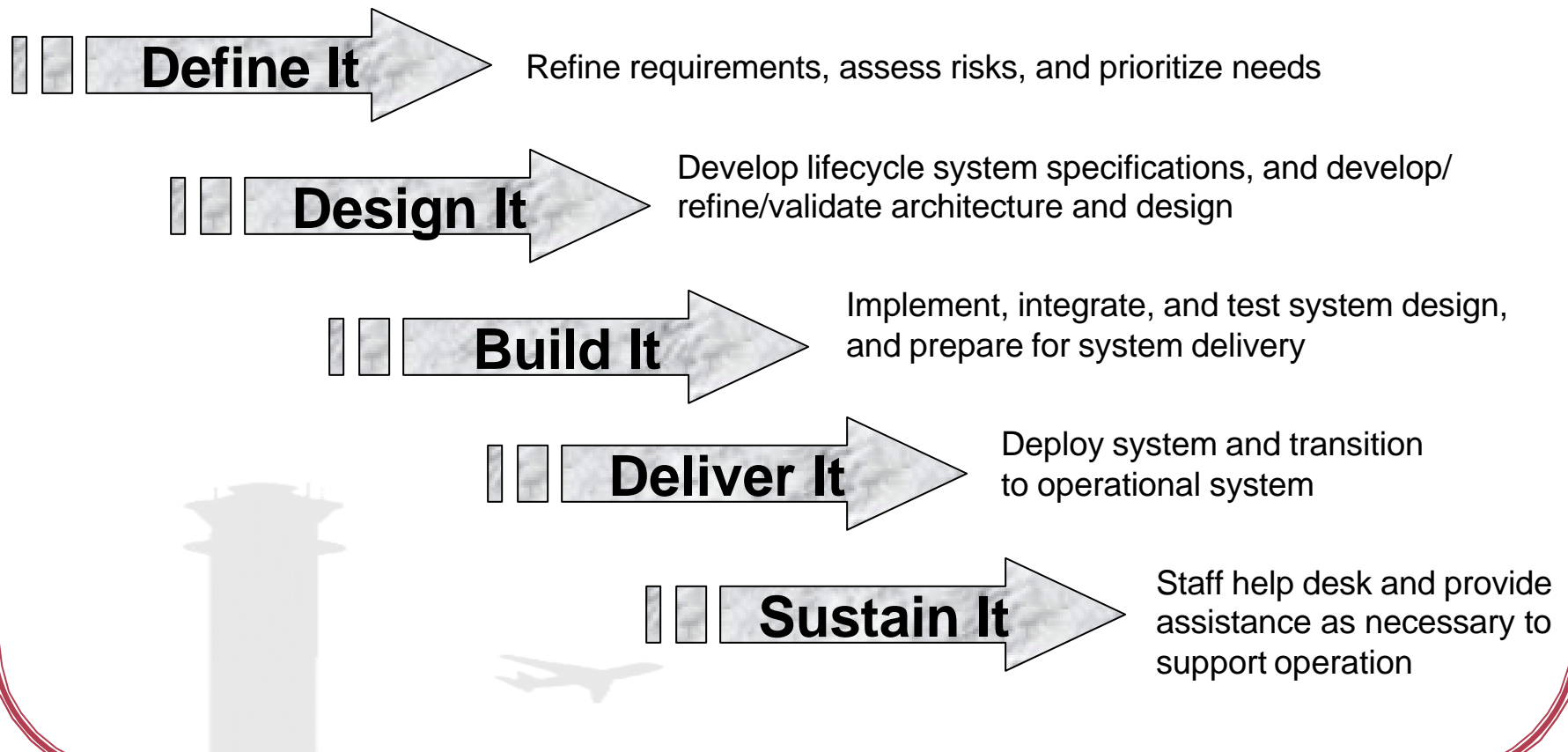
- The Administrator decided in October 2000 that she needed business improvement right away
- She tasked Bill Voss (formerly the director of the Office of Air Traffic Systems Development) with creating a “Terminal Business Unit” to improve processes, focus accountability, and improve performance.
- The notice establishing the Terminal Business Service (ATB) was released in January 2001

# Context Assumption



# ATB Core Work Processes

(Fundamental work processes to ensure the provision of integrated terminal air traffic control capabilities)



## Benefits of ATB

- Acquisition combined with Operations
- Combined budget
- Cradle-to-grave
- National prioritization
- Provide field input to program decisions
- Single point of responsibility/authority
- Prioritization, risk mitigation, and financial management
- Enable core processes

# Key Expectations

## Before ATB

- Acquisitions separate from operations
- Multiple sources for funding
- Low priority for infrastructure issues
- Multiple decision owners (dispersed accountability)
- Fragmented roles and responsibilities for terminal capabilities
- Separate terminal product lines
- Multiple contacts for terminal projects
- Buildings and structures separate from systems
- Requirements from multiple organizations into various channels

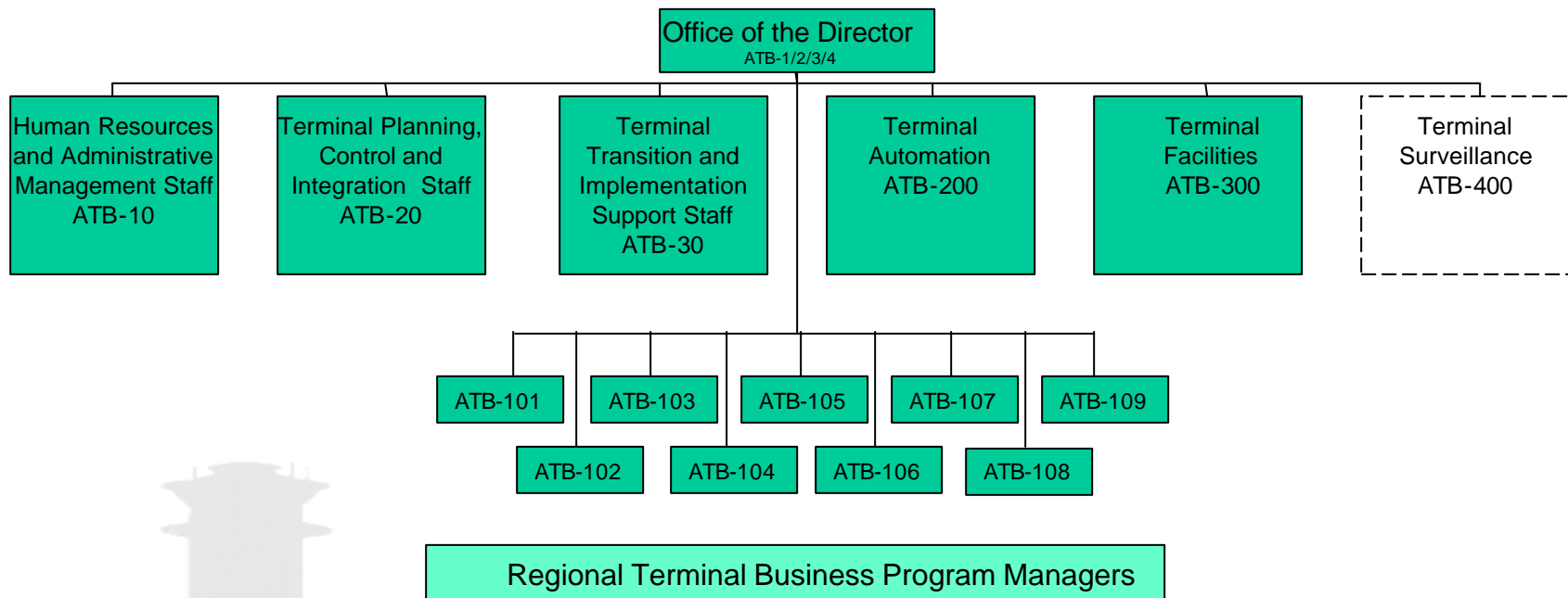
## With ATB

- Acquisitions and operations combined
- Single source for funding
- New advocate for infrastructure
- Focused accountability
- Centralized lifecycle support for terminal products
- Combined terminal product lines
- Single point of contact
- Buildings, structures, and systems combined in ATB
- Coordinated and integrated prioritization of requirements

## Scope of ATB

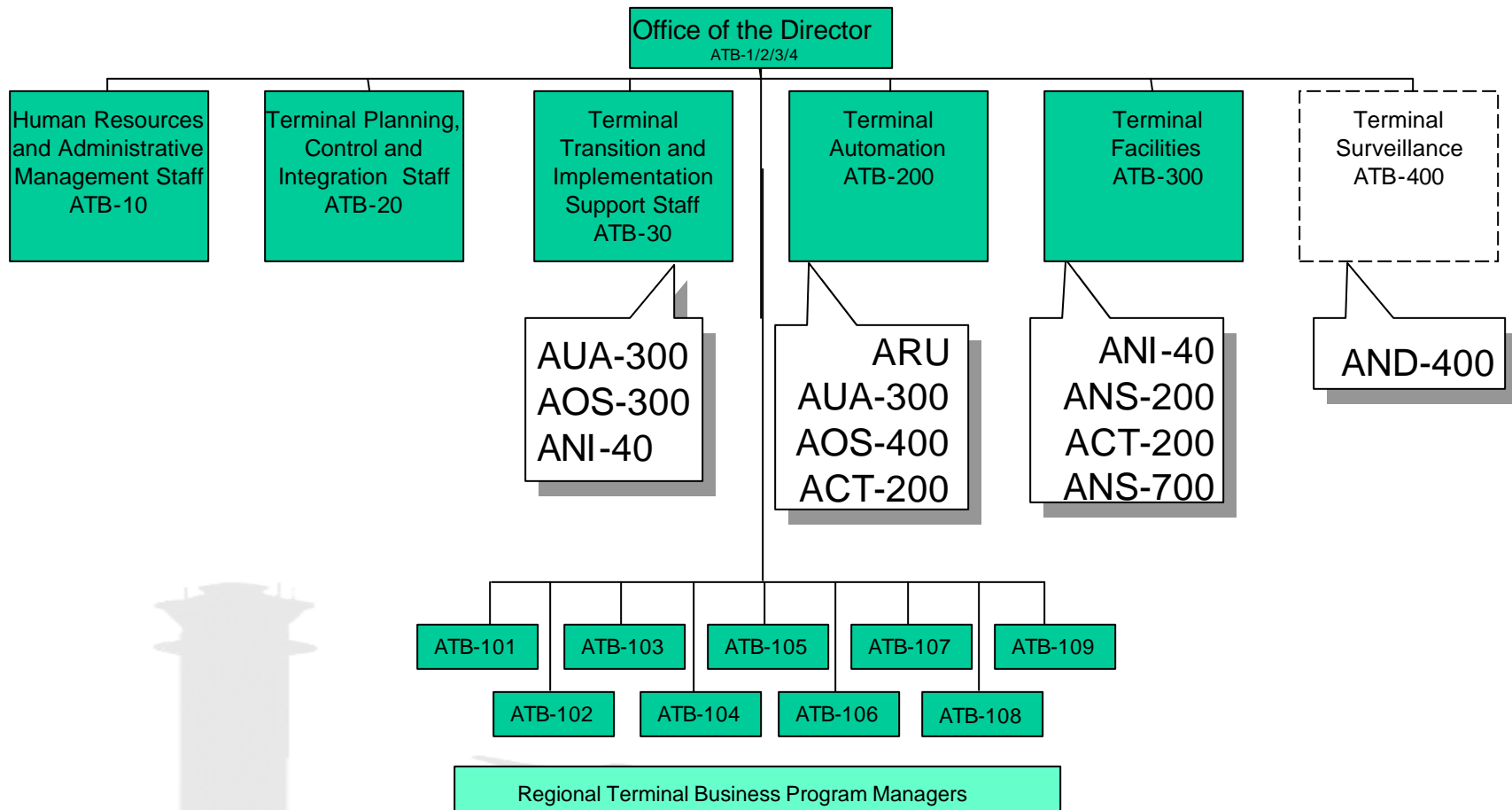
- Initial scope
  - Integrated planning for automation, facilities, and surveillance (planning)
  - Execution of terminal automation (ARTS/STARS) and facilities programs (tower/TRACONs)
  - From requirements to second-level maintenance
- Personnel - 300+
- Total integrated budget of close to \$1B
  - Combines F&E & Ops

# Terminal Business Service (ATB)

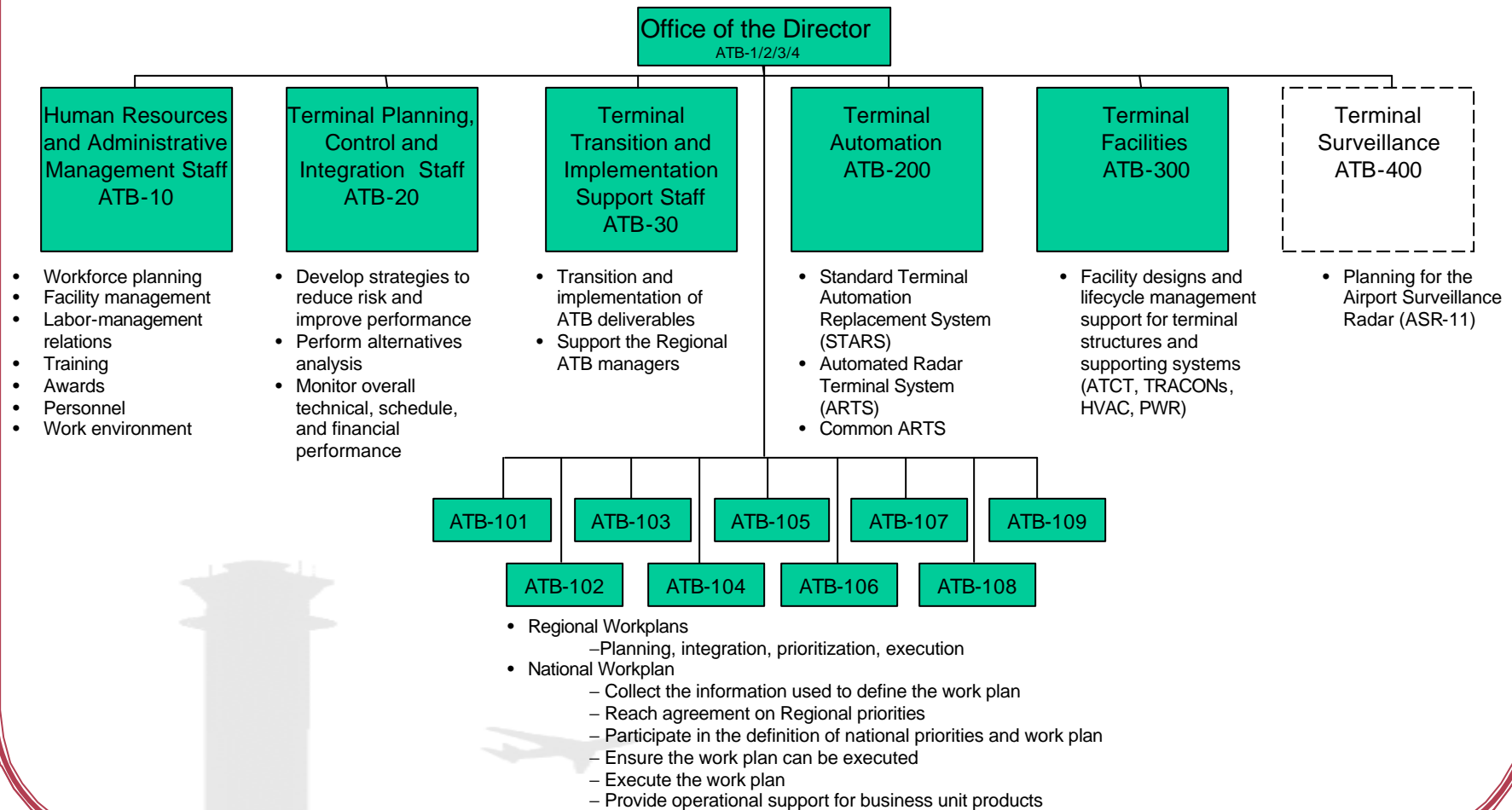




# Organizations That Joined ATB



# ATB Functions

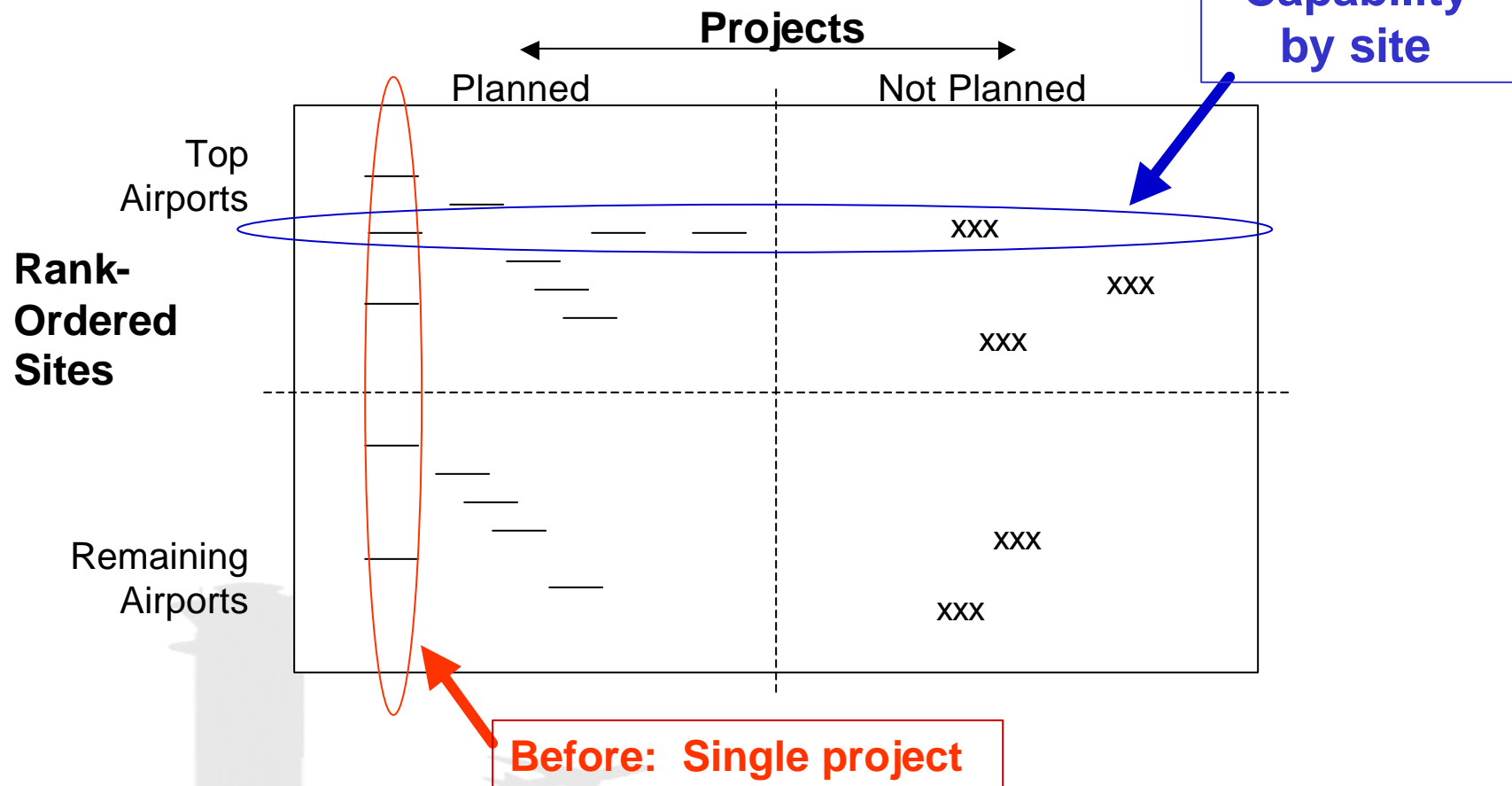


Requirements  
and Planning

ATB-20	ATB-200/300	ATB-30	ATB-100s
Integrated Terminal Work Plan Process Owner	Provides national component to ITWP	Provides implementation considerations in development of ITWP	Provides regional component to ITWP
Provides guidance, templates, and design	Ensures horizontal equipment dependencies	Advocates regional requirements	Facilitates prioritization and validation at regional level
Advocates resources	Projects to enhance Terminal capabilities	Assures resources are provided for ITWP	Administers regional process for planning and execution
Administers process	Incorporates life-cycle requirements	Process owner for implementation	Tracks and reports accomplishments
Validates cost benefits	Assesses integrity of Terminal infrastructure	Oversees execution of ITWP	Executes the regional portion of ITWP
Establishes national priorities	Performs direct work IAW ITWP.	Integrates all projects, regions, sectors, and stakeholders	Integrates all aspects of work at site level
Oversees and maintains ITWP	Applies allocated resources	Provides ongoing validation of execute-ability of the ITWP	-----
Assists in issue resolution	Assists in issue resolution	ATB focal for implementation issue resolution	Regional focal point for issue resolution and workarounds
Replanning	Participates in replanning	-----	-----
-----	Provides second level support	-----	-----

Execution

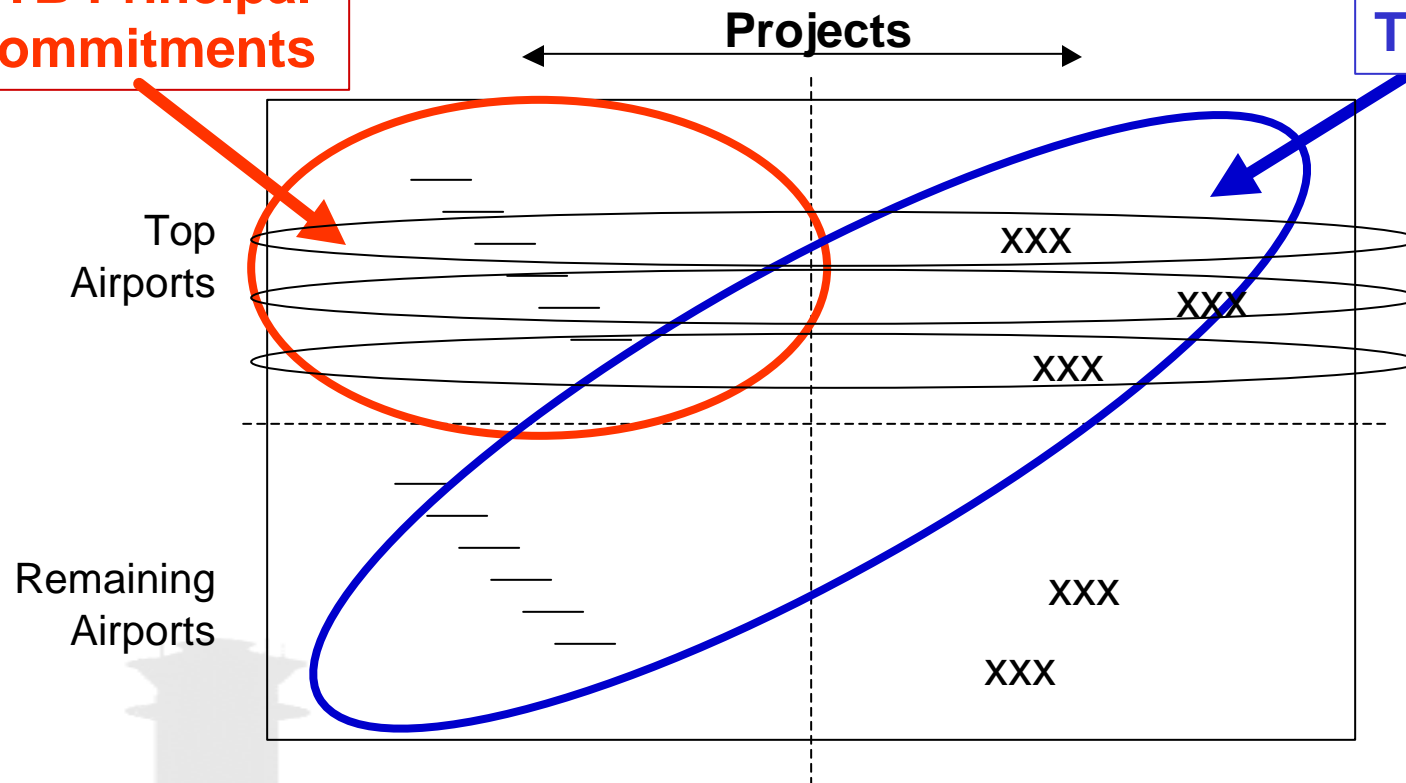
# Prioritization Alignment



# Prioritization Trade-off

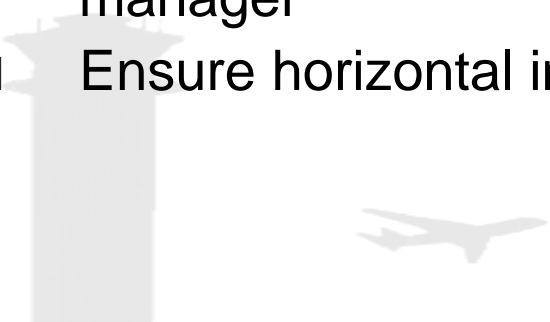
**ATB Principal  
Commitments**

**Risk  
Mitigation  
Trade-offs**



## Regional Presence: ATB-101-109

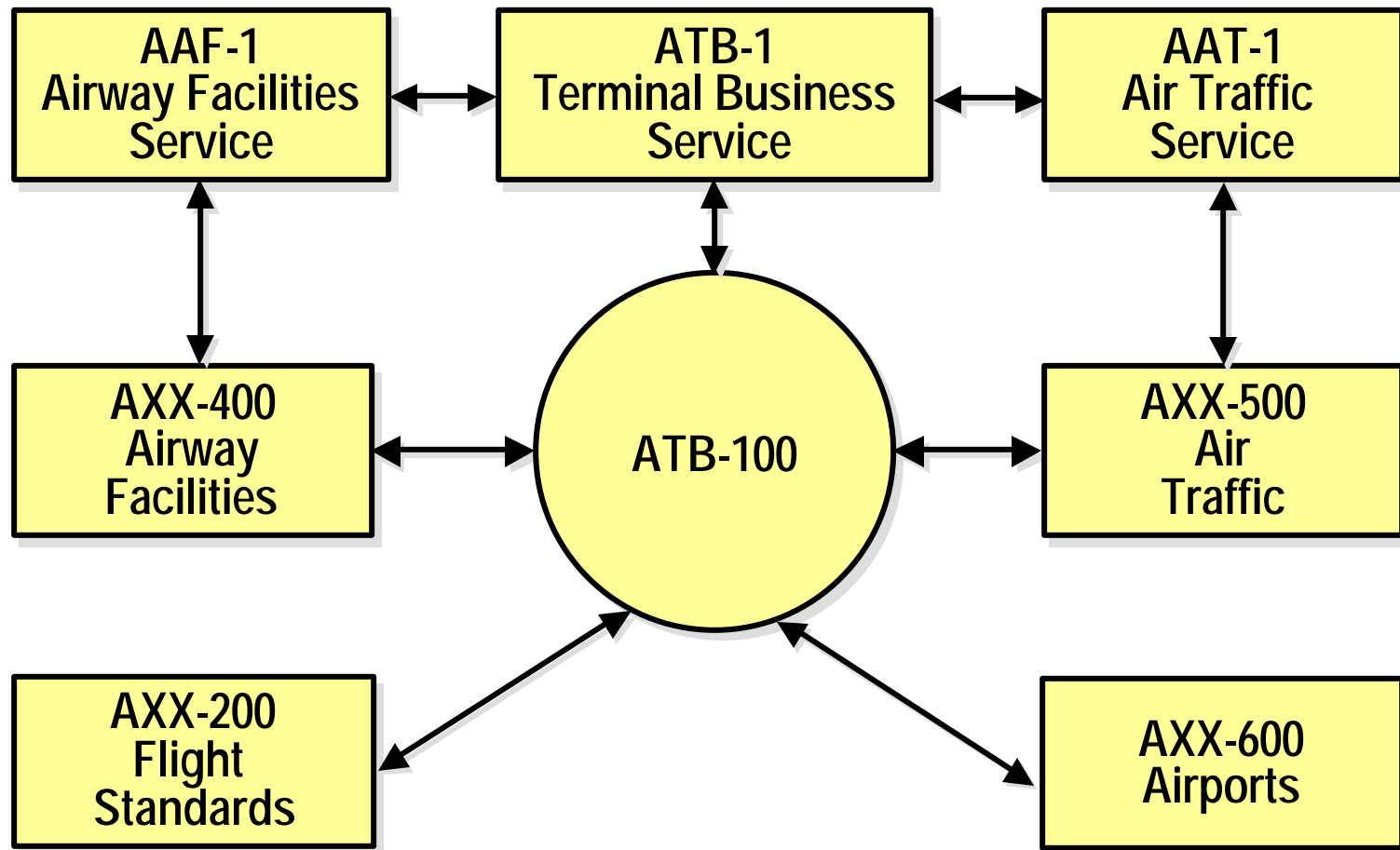
- Regional POCs
- Nine Terminal Business offices, one in each Region
- ATB-100s are fully integrated members of the ATB management team.
- Regional Administrators will
  - Act as executive sponsor
  - Actively support and facilitate the ATB-100 program manager
  - Ensure horizontal integration between lines of business



# Regional Presence

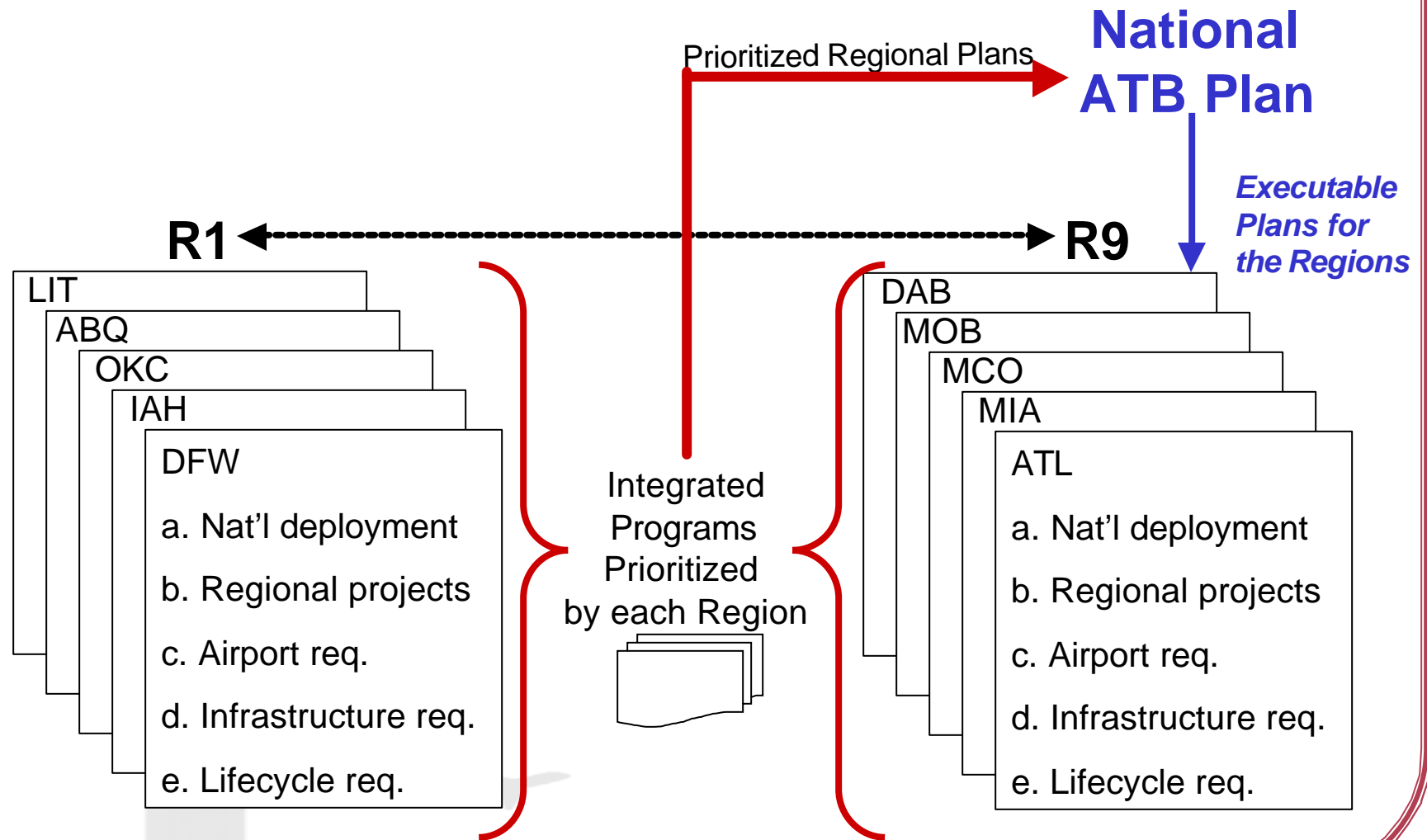
- The role of the ATB-100s will be to
  - Collect the information used to define the work plan
  - Reach agreement on Regional priorities
  - Participate in defining national priorities and the work plan
  - Ensure the work plan can be executed by the Region
  - Execute the work plan
  - Provide solutions to unprogrammed requirements
  - Provide second-level support for business unit products



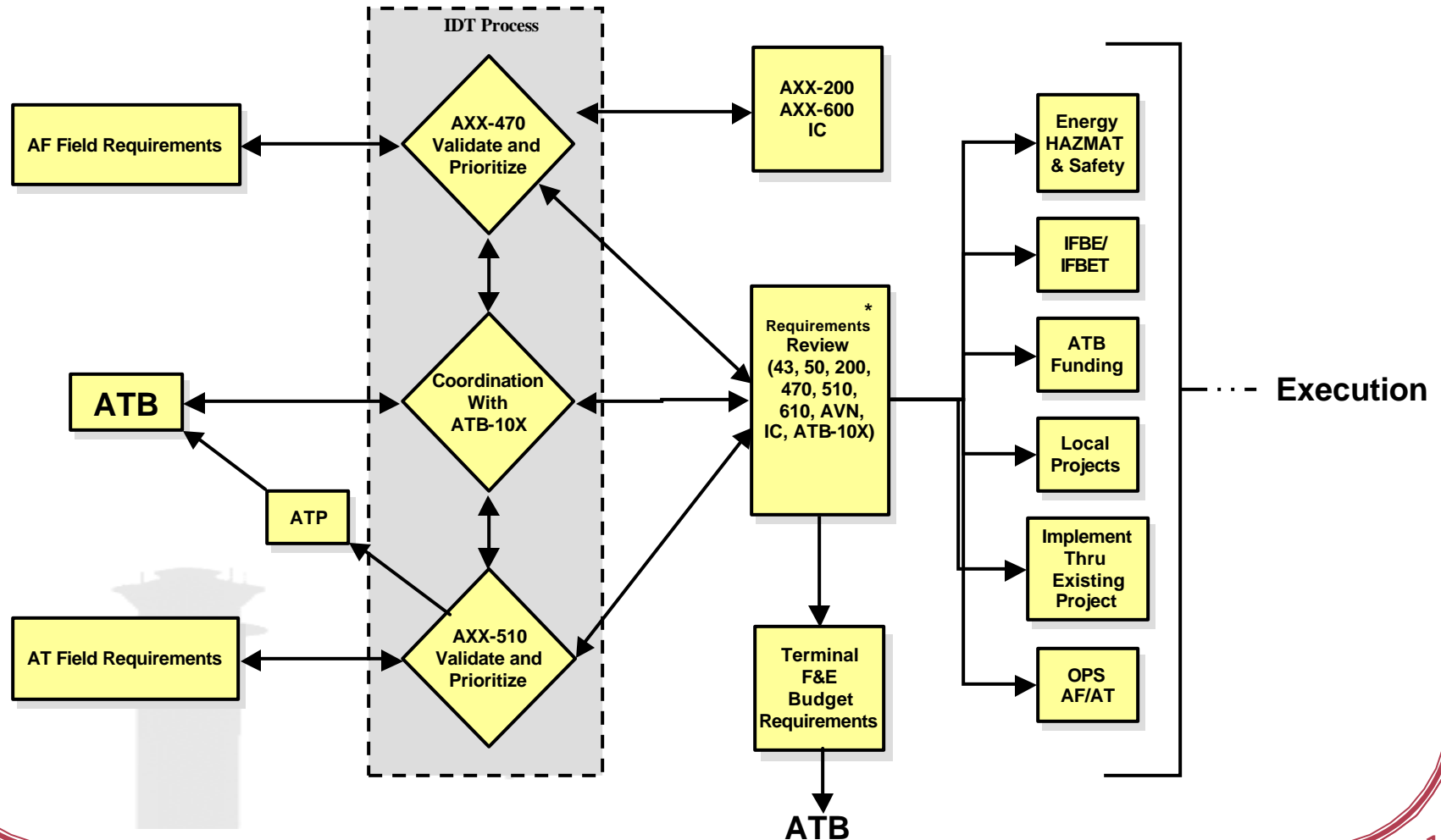




# Planning and Integration



# Terminal Regional Requirements Process

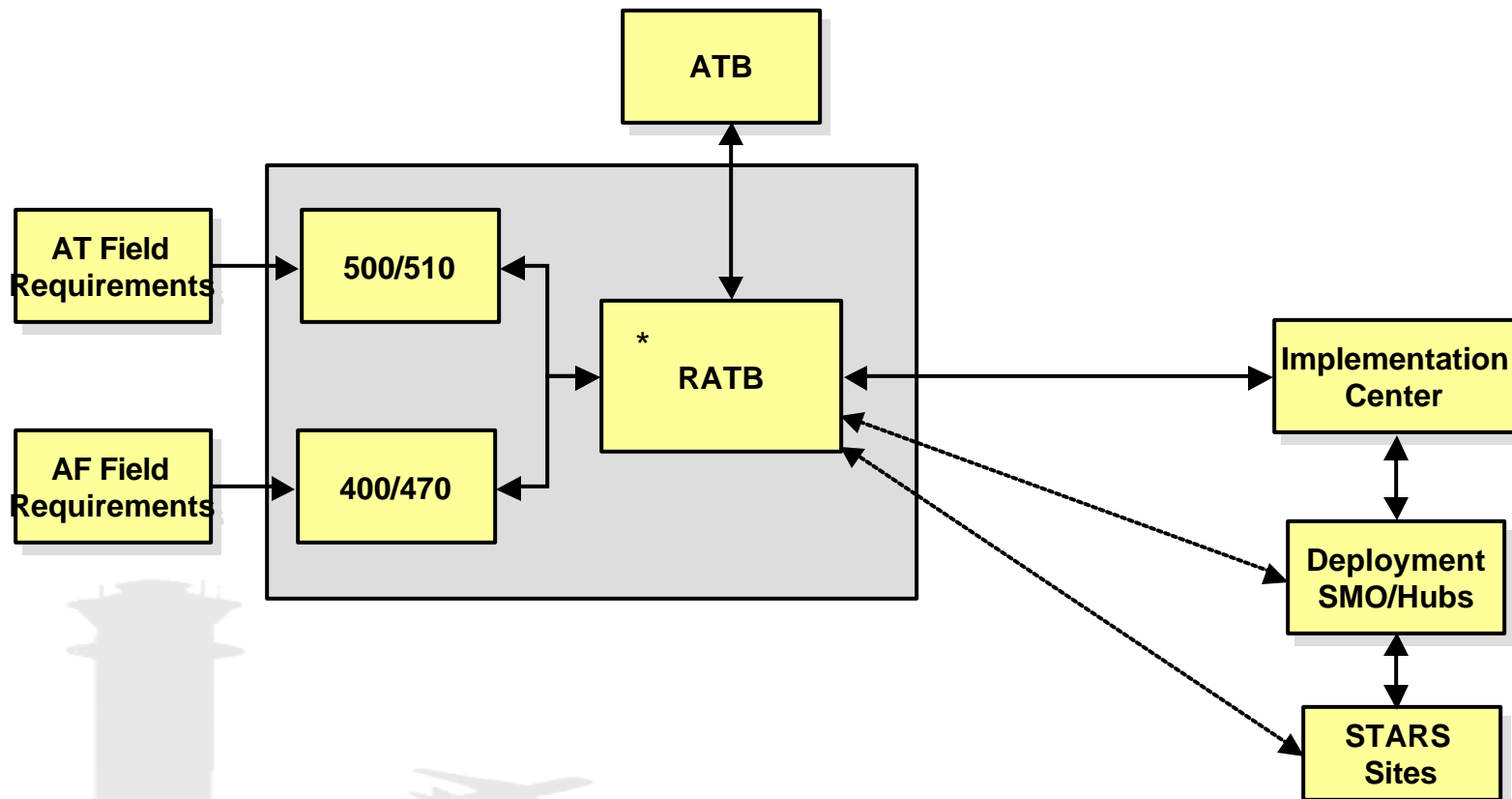


\* National SOP (TBD)

SW N 2500.50

SO N 2500

# STARS Terminal Implementation Process



\* Funding and Waterfall

## ATB Goals: FY02

- Complete STARS FS-2+ OT&E in 4th quarter in preparation for key site activities and national deployment
- Complete Common ARTS development and testing of Builds 28, 29, and 30 in preparation for key site activities at A80 Phase 2, NCT, and PCT in accordance with their commissioning schedules
- Implement PBO milestones
- Implement Performance Based Integrated Collaborative Environment (pb-ICE, the ATS standard tool set)
- Complete reprogramming efforts to address security needs in light of current events

# ATB FY02 Integrated Work Plan: Modernization/Infrastructure

## FY02 STARS Activities

EDC Sites - IOC

	3rd Qtr	4th Qtr
	Memphis - 4/02 Birmingham - 5/02 Bradley - 5/02 Detroit - 6/02	Albany - 7/02 Albuquerque - 8/02 Providence - 9/02

## FY02 AMASS Activities

Commissioning

1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
Cleveland Boston Seattle Newark Miami Minneapolis	John F. Kennedy Kansas City Pittsburgh Portland Cincinnati	Memphis Baltimore New Orleans Philadelphia Las Vegas Louisville	San Diego Denver Anchorage Dallas/Ft. Worth La Guardia Dulles Charlotte Andrews AFB

## Eight Constrained Benchmarked Airports

Atlanta La Guardia	Boston Newark	Chicago Philadelphia	John F. Kennedy San Francisco
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# STARS Mobile Demonstration Unit





**Jane Garvey offers welcoming remarks at the van's Washington, DC, kickoff. Tower display visible at left, at rear of van.**

A look at  
some of the  
equipment on  
display inside  
the van.



## Early Achievements

- Integrated planning and prioritization
  - Moving from a project perspective to a service delivery perspective
- Using the integrated plan to balance local concerns against national priorities
- Coordinating to minimize adverse impacts
- Modernization schedule and sequence must be synchronized
- A change in scheduling has collateral impacts
- Coordination processes are critical
- Executive STIs have been developed to execute the milestones in the terminal integrated work plan



ATB website:  
[www.faa.gov/ats/atb](http://www.faa.gov/ats/atb)

